

III. INSPECTION AND ADJUSTMENT

This section covers the inspection and adjustment of important ones of the items involved in the MAINTENANCE SCHEDULE on page 110. For other items, see the paragraph for "Inspection" of each group.

1. TAPPETS

The tappet clearance must be adjusted when the engine is cold. For ease of service, open the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the back of the fuel tank slightly.

1. Remove the tappet adjusting hole caps.
2. Remove the generator cover.
3. While slowly rotating the generator rotor counterclockwise watch the left (L) cylinder inlet valve tappet. When this tappet goes down all the way and then starts to lift, then watch for alignment of the index mark and "LT" mark. In this position, the piston in left cylinder will be at T.D.C. (top dead center) of the compression stroke, and the inlet and exhaust valves in that cylinder should be fully closed.
4. Check the clearance of both valves by inserting the feeler gauge between the tappet adjusting screw and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. If clearance is too close or loose, adjustment is necessary.

The standard tappet clearance is

In. 0.05 mm (0.002 in.)

Ex. 0.08 mm (0.003 in.)

5. Adjustment is made by loosening the adjusting screw lock nut and turning the adjusting screw until there is slight drag on the feeler gauge. Hold the tappet adjusting screw in this position and tighten the lock nut. Recheck the clearance with the gauge.

6. Turn the generator rotor 180° counterclockwise to position the right piston at top dead center. In this position the "T" mark will be aligned with the index mark.
7. Check right cylinder valve tappet clearance. The adjustment procedure is the same as described in step 5.
8. Reinstall the fuel tank.

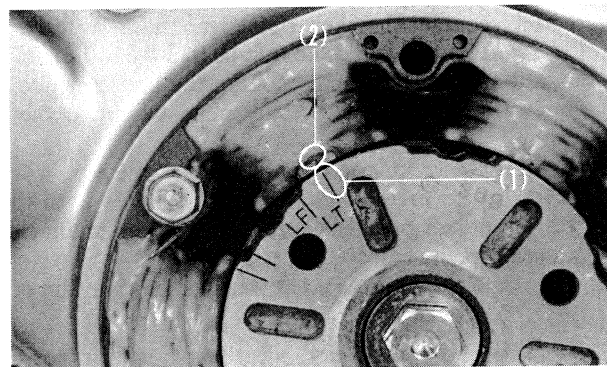


Fig. 3-1 Place piston at T.D.C. position on compression stroke
(1) "LT" mark (2) Index mark on stator

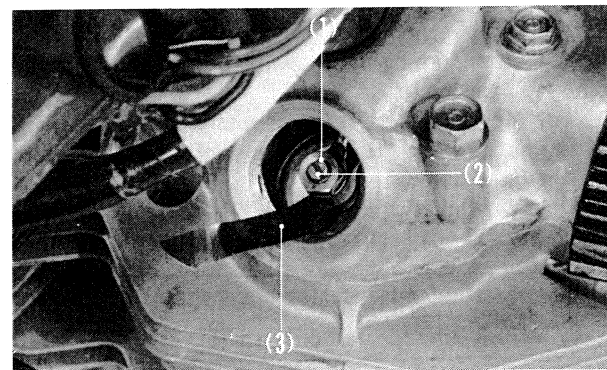


Fig. 3-2 (1) Lock nut
(2) Adjusting screw
(3) Feeler gauge

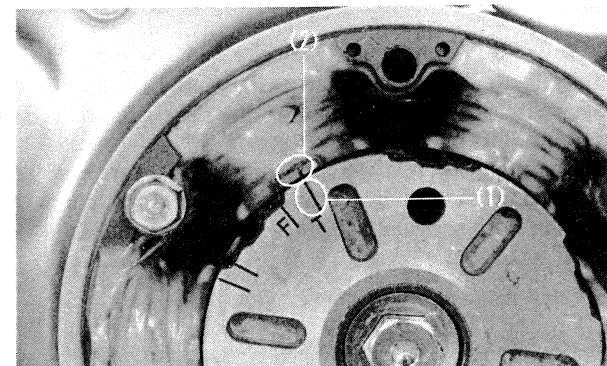


Fig. 3-3 (1) "T" mark
(2) Index mark on stator

2. CONTACT BREAKER POINT GAP AND IGNITION TIMING

Contact Breaker Point Gap Adjustment

1. Remove the contact breaker point cover and generator cover.
2. Clean and inspect the contact breaker points. Replace if worn or badly pitted. Light pitting may be removed with an ignition point file.
3. Turn the generator rotor counterclockwise until one set of contact breaker points opens to maximum clearance.

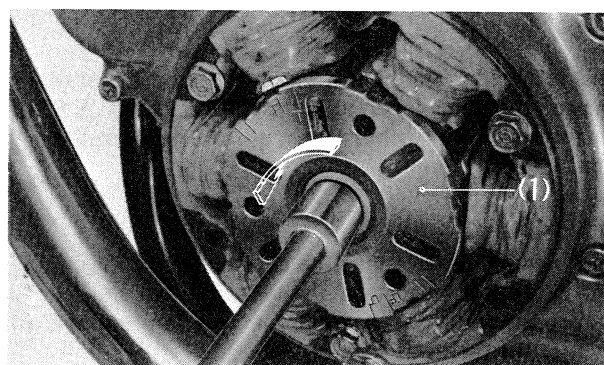


Fig. 3-4 (1) Generator rotor

4. Check contact breaker point gap with a feeler gauge. The correct gap is **0.3-0.4 mm (0.012-0.016 in.)**. If the gap is not within these limits, loosen the breaker plate locking screws and move the breaker plate to obtain the correct gap.

Tighten the locking screws and recheck the gap.

5. Turn the generator rotor counterclockwise until the other set of contact breaker points opens to maximum clearance. Check gap and adjust if necessary.
6. Lubricate the breaker point cam with a thin film of grease.

NOTE:

Contact breaker point gap adjustment will affect ignition timing. Ignition timing must be checked after contact breaker point gap adjustment.

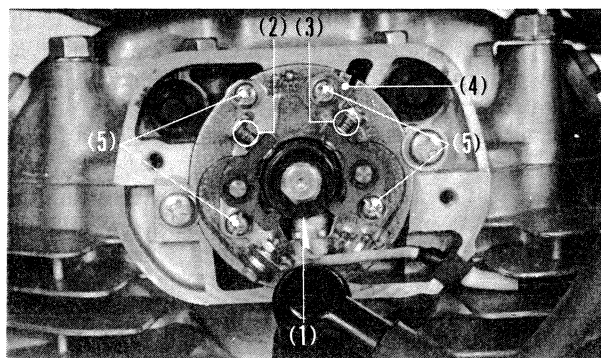


Fig. 3-5 (1) Point cam (5) Contact breaker plate locking screw
(2) L/H contact breaker point
(3) R/H contact breaker point
(4) Contact breaker plates

Ignition Timing

Check ignition timing upon completion of the contact breaker point gap adjustment.

1. Turn the generator rotor counterclockwise until the "LF" timing mark on the rotor aligns with the index mark on the generator stator.
- If left cylinder ignition timing is correct, the left breaker points will just begin to open as these marks align.

Start of advance (at crankshaft)	1,800 rpm
Full advance (at crankshaft)	3,400 rpm
Advance angle	0-12.5

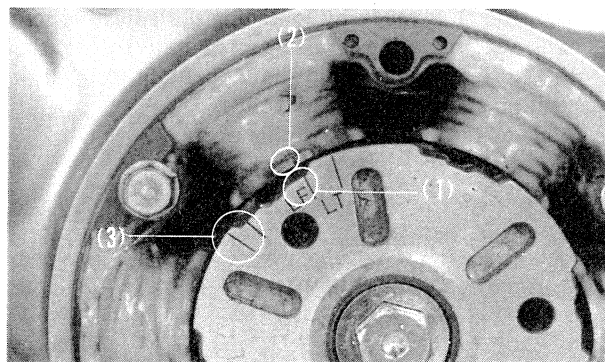


Fig. 3-6 (1) "LF" mark
(2) Index mark on stator
(3) Index marks at full advance

NOTE:

Static ignition timing may be checked with a 12V-3W continuity light. When connected as illustrated in Fig. 3-7, with the main switch in the ON position, the light will come on as the breaker points open.

Static timing is relatively accurate, but for best results a stroboscopic timing light should be used to check ignition timing in both retarded and full advanced positions.

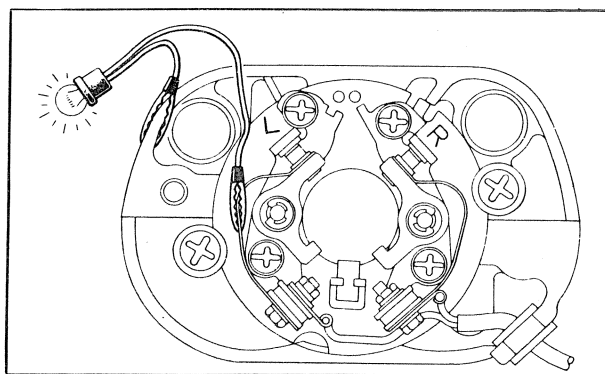


Fig. 3-7

2. If left cylinder ignition timing is incorrect, loosen the base plate locking screws and rotate the base plate to obtain correct timing. Rotate the base plate clockwise to advance timing, or counterclockwise to retard timing. Tighten the base plate locking screws and recheck left breaker point gap.
3. Turn the generator rotor counterclockwise until the "F" timing mark on the rotor aligns with the index mark on the generator stator. If right cylinder ignition timing is correct, the right breaker points will just begin to open as these marks align.
4. If right cylinder timing is incorrect, loosen the right breaker plate locking screws and increase or decrease point gap to obtain correct timing. Do not loosen the base plate locking screws. Increasing the point gap advances ignition timing. Decreasing the point gap retards ignition timing.

NOTE:

Ignition point gap must remain within limits of 0.3-0.4 mm (0.012-0.016 in.) after ignition timing has been set. If correct timing results in a point gap which is outside these limits, increase or decrease both point gaps equally to bring gaps within limits, then retime by rotating base plate.

e.g. If left point gap is set at 0.35 mm (0.014 in.) and right point gap produces correct timing at 0.42 mm (0.017 in.), and rotate base plate to time ignition.

If both point gaps cannot be adjusted within limits, replace point assemblies.

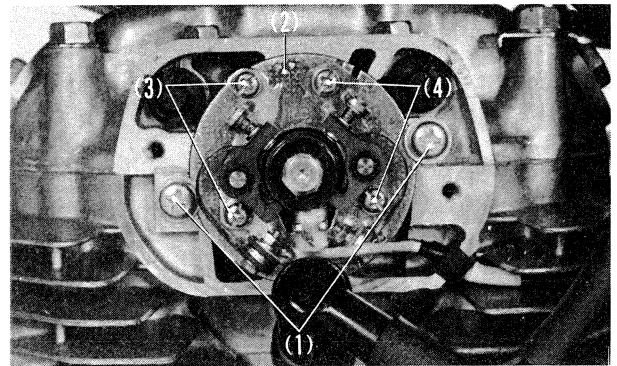


Fig. 3-8 (1) Base plate locking screws
(2) Base plate
(3) L/H contact breaker plate locking screws
(4) R/H contact breaker plate locking screws

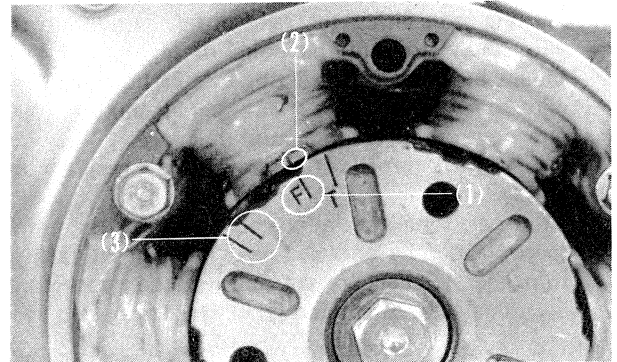


Fig. 3-9 (1) "F" mark
(2) Index mark on stator
(3) Index mark at full advance

MEMO

3. CARBURETOR

Carburetor adjustment should only be made when the engine is at operating temperature.

Checking idle speed

1. Set the idle speed to 1,200 rpm with the throttle stop screw.
Turning the screw clockwise will increase engine speed.

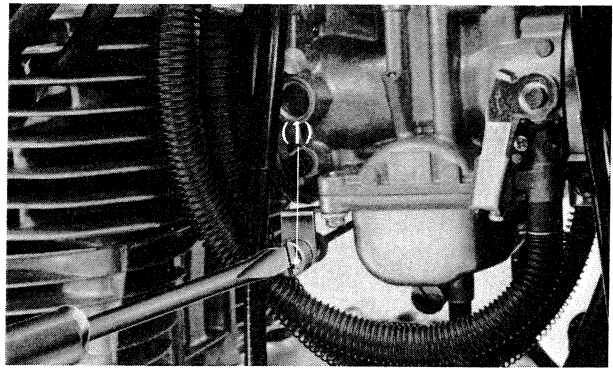


Fig. 3-10 (1) Throttle stop screw

2. Starting with either the right or left carburetor, turn each pilot screw to find the point of highest rpm; the same should be done with the opposite carburetor. Turning the pilot screw in produces a lean fuel air mixture, turning the screw out produces a rich mixture.
3. Readjust the throttle stop screw if it is necessary to rest the idle speed.

After performing the adjustment above if the proper idling speed cannot be obtained or if the exhaust back pressures from the cylinders are not uniform, the carburetors require individual adjustment and synchronization.

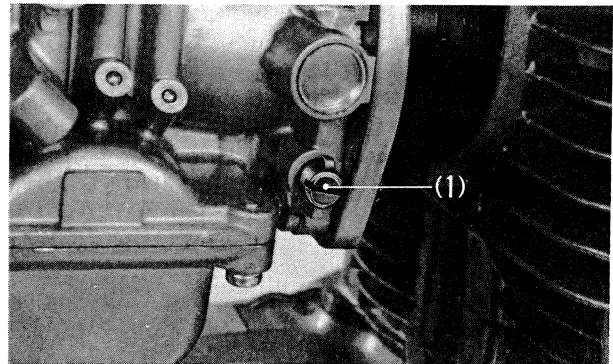


Fig. 3-11 (1) Pilot screw

Checking synchronization

1. Remove the fuel tank and connect it to the right and left carburetors by the longer fuel tubes provided for this purpose. Hold the fuel tank higher than the carburetors.
2. Remove the plugs from the right and left carburetors and attach vacuum gauges. (Tool No. 07504-3000100).

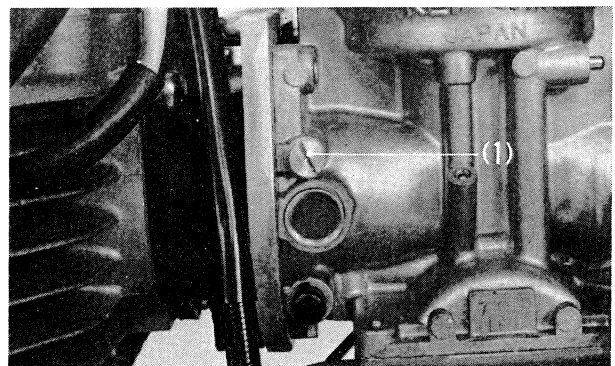


Fig. 3-12 (1) Plug

3. Start the engine and check if the pointers of the two vacuum gauges remain between 16 and 24 cmHg. If necessary, loosen the lock nut and turn the adjusting screw. The difference in the negative pressure between the two carburetors should be within 2.0 cmHg.

NOTE:

If each pointer fluctuate excessively, adjust it with the vacuum gauge adjuster.

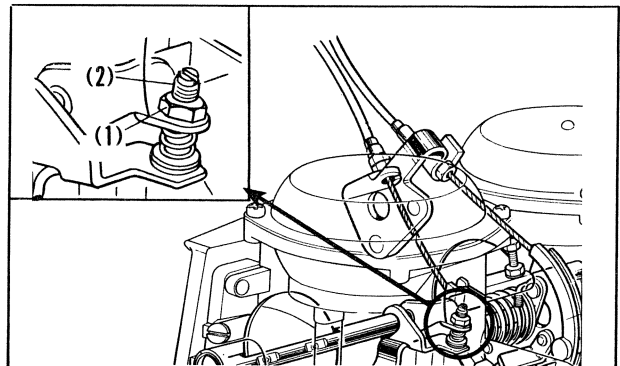


Fig. 3-13 (1) Lock nut
(2) Adjusting screw

4. Upon noting that the pointers of two vacuum gauges remain between **16** and **24 cmHg**, snap the engine two or three times.

If the pointers come outside the specification, repeat the step 3 above.

- * If the pointers are below 15 cmHg, check the following items.

- (1) Ignition timing (see page 18)
- (2) Tappet clearance (see page 17)
- (3) Spark plug gap (see page 102)
- (4) Compression pressure (see page 30)

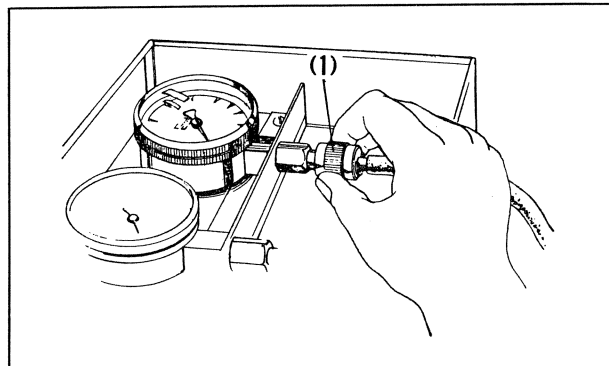


Fig. 3-14 (1) Vacuum gauge adjuster

5. Upon noting that the vacuum of the two carburetors reach the specified value, turn the throttle stop screw to obtain the standard idle speed.
6. Adjust each carburetor with the pilot screw.
7. Turn the throttle stop screw to again adjust the idle speed to **1,200 rpm**

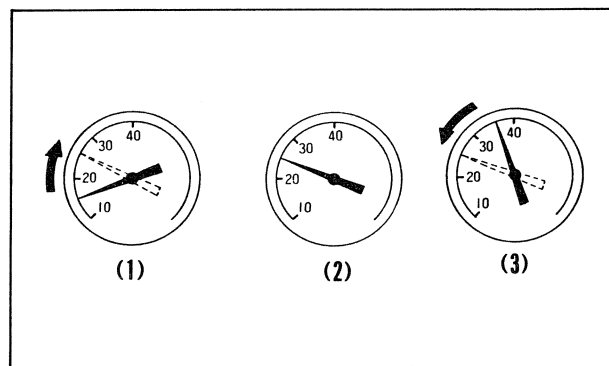


Fig. 3-15 (1) High speed (throttle too open)
(2) Standard
(3) Low speed (throttle too closed)

4. THROTTLE CABLE

Two control cables connect the throttle grip to a linkage on the carburetor operating bar. One cable opens the throttle valves, while the other cable ensures positive closure.

Standard throttle grip play is approximately 10-15° of grip rotation. This play can be adjusted at the grip play adjuster and also with the cable adjuster at the lower end of the opening cable at the throttle crank. To adjust, loosen the lock nut and turn the adjuster. Tighten the lock nut upon completion of adjustment and check for smooth operation of throttle grip through the engine range from full open to full close with the handlebar set to the extreme right and left steering positions.

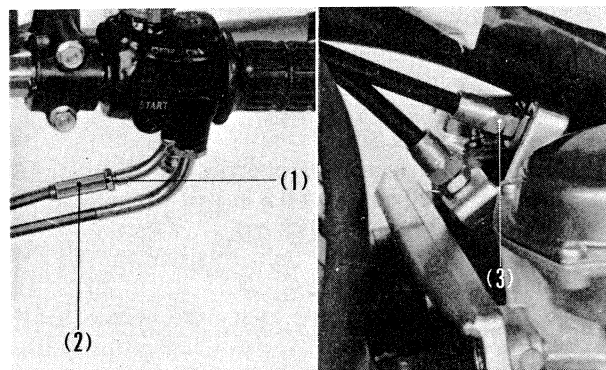


Fig. 3-16 (1) Lock nut
(2) Grip play adjuster
(3) Cable adjuster

5. CLUTCH

The normal clutch lever free play is **10-20 mm (0.4-0.8 in.)** at the lever tip.

To adjust the clutch, perform the following steps.

1. Loosen the lock nut and turn the clutch cable upper adjuster located at the clutch lever, all the way into the clutch lever bracket.
2. Turn the clutch cable lower adjuster located at the clutch housing, in direction (A) to loosen the clutch cable.
3. Loosen the clutch adjuster lock nut, turn the clutch adjuster in direction (B) until a slight resistance is felt. From this position, turn the adjuster in direction (A) $\frac{1}{4}$ turn. Tighten the lock nut.
4. Turn the clutch cable lower adjuster in direction (B) so that there is **10-20 mm (0.4-0.8 in.)** of the play at the clutch lever, then tighten the lock nut. Perform any subsequent minor adjustment with the clutch cable upper adjuster.
5. After the adjustment has been made, ensure that the clutch is not slipping and that the clutch is properly disengaging. After the engine starts, pull in the clutch lever and shift into gear, and ensure that the engine does not stall, nor the motorcycle start to creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

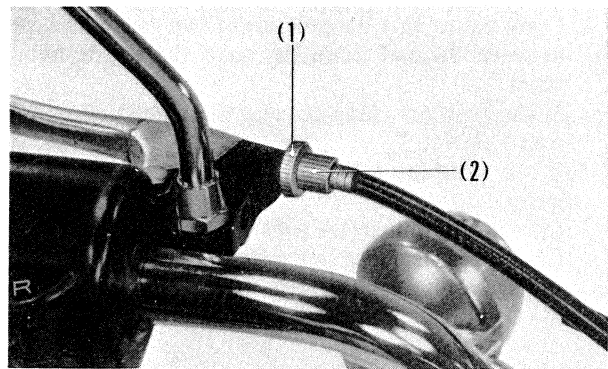


Fig. 3-17 (1) Lock nut
(2) Clutch cable upper adjuster

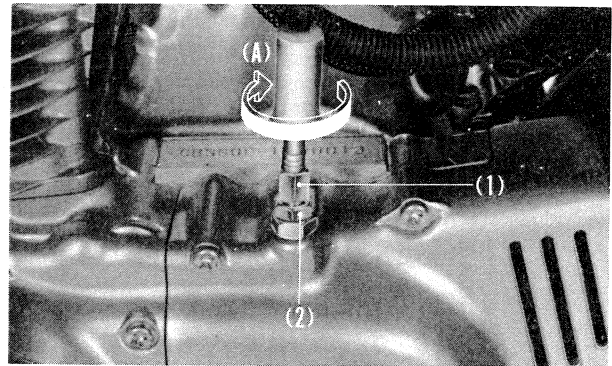


Fig. 3-18 (1) Clutch cable lower adjuster
(2) Lock nut

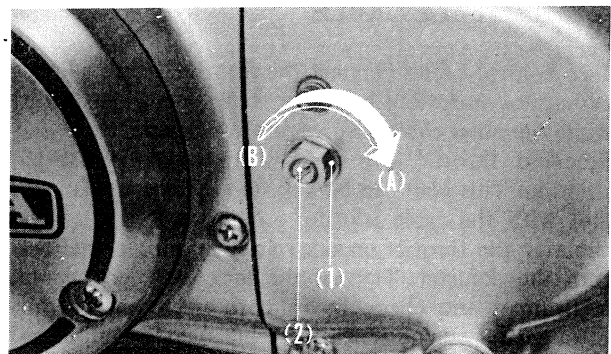


Fig. 3-19 (1) Clutch adjuster lock nut
(2) Clutch adjuster

6. CAM CHAIN

A loose cam chain will cause the valve timing to change, resulting in poor performance. It will also cause excessive engine noise.

1. Adjustment must be made when the four valves are closed completely and the tappets are free. This position occurs at 90° A.T.D.C. on the compression stroke of the left side cylinder. Rotate the generator rotor counterclockwise until index mark on the stator is 90° A.T.D.C. (after 90° "LT" mark). If the valves are still lifted, rotate the rotor 360° and repeat realignment above.
2. Loosen the tensioner lock nut and the tensioner bolt. When these are loosened, the cam chain tensioner will automatically position itself to provide the correct cam chain tension.
3. Retighten the tensioner bolt and lock nut.

7. ENGINE OIL

Checking oil level and refilling

1. Remove the oil filler cap and check the oil level using the oil level gauge with the motorcycle in the up-right position.
 2. The oil level should be between the upper and lower level marks. Do not screw the level gauge in.
 3. If necessary, refill the crankcase with the recommended oil through the oil filler hole.
 4. Again check the oil level.
- * Excessive oil may cause abnormal noise and inoperative clutch.

Oil Recommendation

Use only high detergent, premium quality engine oil. The regular use of special oil additives is unnecessary and will only increase operating expenses.

NOTE:

Non-detergent and low quality oils are specifically not recommended.

Viscosity

Viscosity selection should be based on the average atmospheric temperature in riding area. Change to the proper viscosity oil whenever the changes in average atmospheric temperature require it.

Recommended oil viscosity:

General, all temperatures
SAE 10W-30 or SAE 10W-40

Alternate:

Above 59°F (15°C)	SAE 30
32° (0°) to 59°F (15°C)	SAE 20 or 20W
Below 32°F (0°C)	SAE 10W

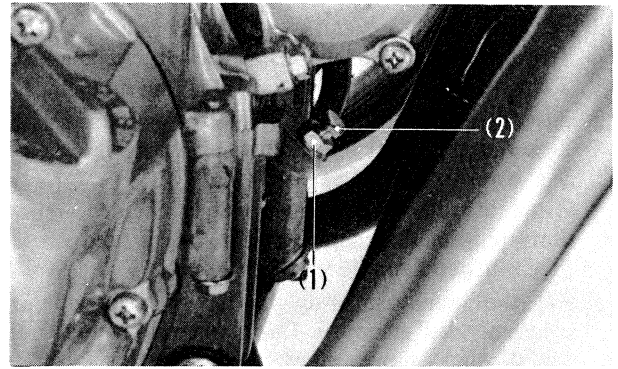


Fig. 3-20 (1) Lock nut
(2) Tensioner bolt

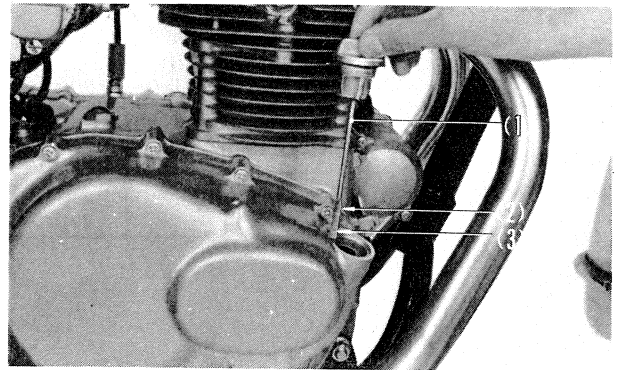


Fig. 3-21 (1) Oil level gauge
(2) Upper level mark
(3) Lower level mark

Changing Oil

1. Remove the oil filler cap from the right crankcase cover.
2. Remove the oil drain plug with a 17 mm wrench.
3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the recesses of the engine.
4. When the oil has been completely drained, reinstall the drain plug making sure that the O-ring used on the drain plug is in good condition.
5. Fill the crankcase through the oil filler opening with recommended grade oil. Check the oil level with the filler cap dipstick, however, when making this check, do not screw in the cap. Oil level should be between the upper and lower level marks on the dipstick. When checking the oil make certain that the motorcycle is in upright and level position.

Unit: liter (U.S. qt.)

Amount of oil to be filled	When changing oil	1.5 (1.6), approx.
	When separating crankcase	2.0 (2.1), approx.

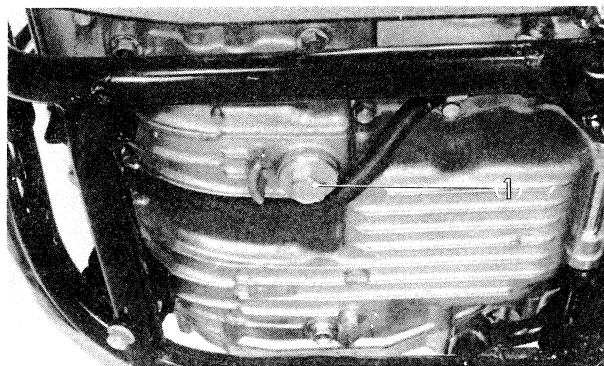


Fig. 3-22 (1) Drain plug

8. OIL FILTER SCREEN AND ROTOR

A dual system of metal screening and centrifugal oil filtering is utilized to provide engine components with highly purified oil to minimize wear and improve engine cooling. The oil filters are serviced in the following manner.

1. Drain the engine oil.
2. Remove the foot rest, the muffler and the kick starter pedal.
3. Loosen the right crankcase cover mounting screws and remove the crankcase cover and cover gasket.
4. Remove the snap ring and disassemble the oil filter cap from the oil filter rotor.
5. Clean any sludge from the center of the oil filter rotor.

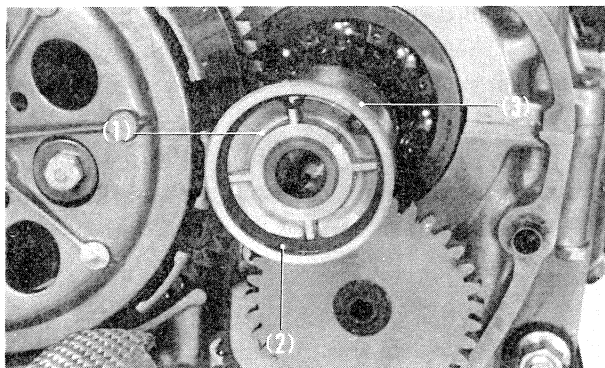


Fig. 3-23 (1) Oil filter cap
(2) Snap ring
(3) Oil filter rotor

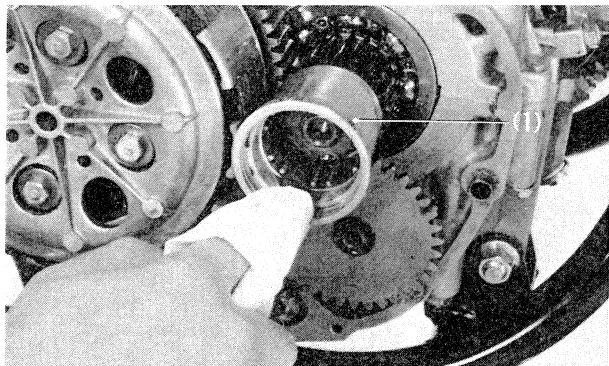


Fig. 3-24 (1) Oil filter rotor

6. Remove the screen filter for cleaning. Wash the screen filter in clean solvent and then install.
7. Reassemble all parts removed in the proper order. If the crankcase cover gasket is damaged, replace it with a new gasket.

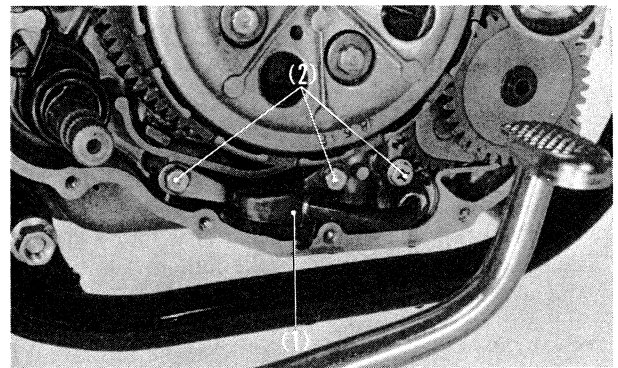


Fig. 3-25 (1) Screen filter
(2) Screen filter attaching bolts

NOTE:

- * When assembling the oil filter cap and the oil filter rotor ensure that either of the cap ribs is aligned with the rotor index marks.

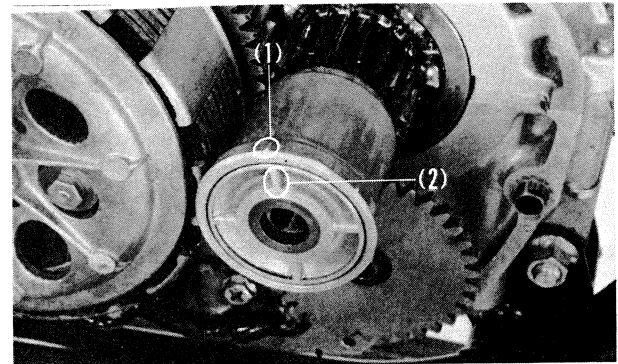


Fig. 3-26 (1) Index mark
(2) Rib

9. FRONT BRAKE

(Disc Type)

Replenishing brake fluid

Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark engraved inside the reservoir, fill the reservoir with **DOT 3 BRAKE FLUID** up to the level mark. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

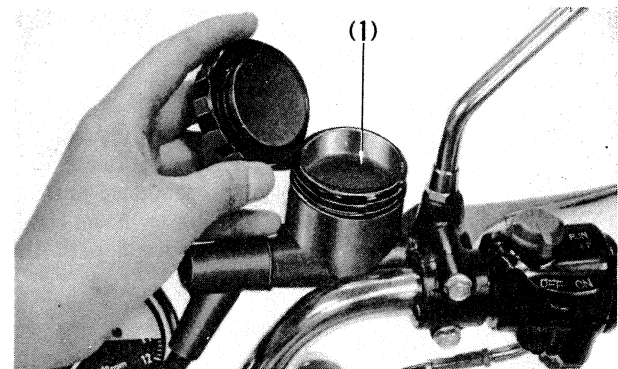


Fig. 3-27 (1) Level mark

Adjusting brake caliper

Whenever the brake pads are replaced, the brake caliper must be adjusted. This adjustment is made in the following manner, so that there is a small clearance between the fixed friction pad and the brake disc.

1. Raise the front wheel off the ground using a suitable prop.
2. Loosen the caliper stopper bolt lock nut.
3. Using a suitable screw driver, turn the stopper bolt in direction (A) until the friction pad contacts the brake disc. When the wheel is rotated, slight drag should be noticed.
4. While rotating the front wheel, turn the stopper bolt in direction (B) until the front wheel rotates freely.
5. Turn the stopper bolt $\frac{1}{2}$ turn in direction (B) further and tighten the lock nut.

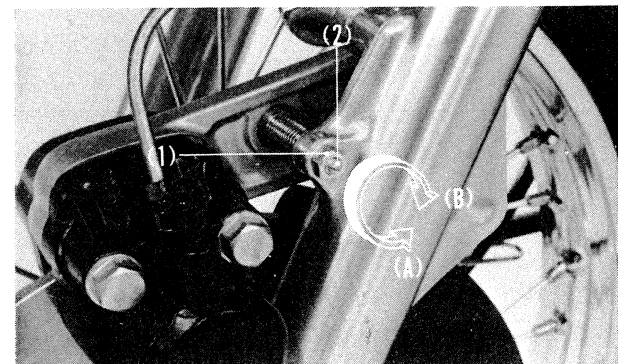


Fig. 3-28 (1) Stopper bolt lock nut
(2) Stopper bolt

Bleeding the brake system

The brakes must be bled with great care subsequent to work performed on the brake system, when the lever becomes soft or spongy, or when lever travel is excessive. The procedure is best performed by two mechanics.

1. Remove the dust cap from the bleeder valve and attach bleeder hose.
2. Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
3. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
4. As shown at right (Fig. 3-30B), attach a rubber of about 15 mm thick to the end of the handle grip to decrease the stroke as measured at the tip of the handle lever.
5. Pump the brake lever several times until pressure can be felt, holding the lever tight, open the bleeder valve by about one-half turn and squeeze the lever all the way down. Do not release the lever until the bleeder valve has been closed again. Repeat this procedure until bubbles cease to appear in the fluid at the end of the hose.
6. Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
7. Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Replenish the fluid as often as necessary while bleeding.
8. Check for proper effect of bleeding and absence of leaks in the front brake lines while holding pressure against the brake lever. Replenish fluid in the reservoir when bleeding is completed. Reinstall the diaphragm, washer and reservoir cap and tighten.

When the hydraulic brake system has been drained, it should be first filled as outlined below.

1. Fill the fluid reservoir.
2. Open the bleeder valve by one-half turn, squeeze the brake lever, close the valve and release the brake lever. This procedure must be repeated in this sequence until hydraulic fluid begins to flow through the bleeder hose. Having filled the hydraulic system with fluid, proceed with the actual bleeding operation.

NOTES:

- * Brake fluid which has been pumped out of the system must not be used again.
- * Care must be taken, as brake fluid will damage the paint finish and instrument lenses.

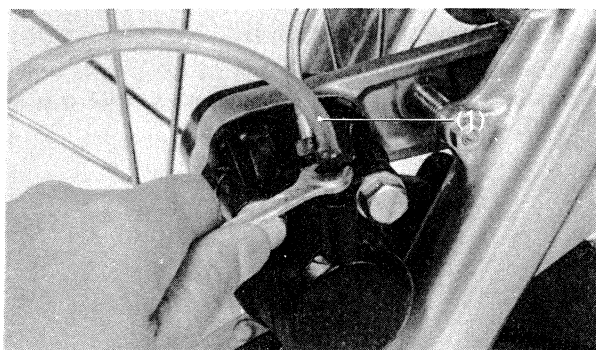


Fig. 3-29 (1) Bleeder hose



Fig. 3-30A (1) Diaphragm
(2) Level mark
(3) Reservoir

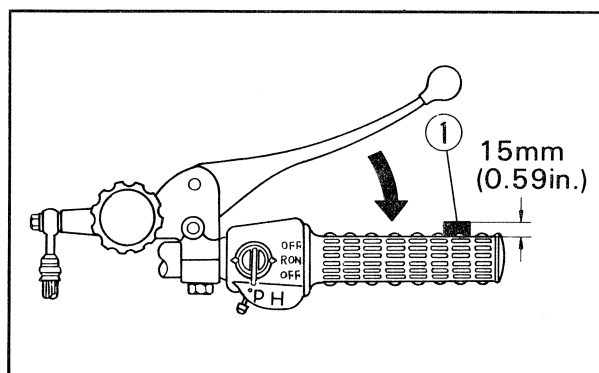


Fig. 3-30B (1) Rubber

(Drum Type)

1. Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the travel the front brake lever must be moved before the brake starts to take hold. The lever free play should be 20–30 mm (0.8–1.2 in) at the end of the brake lever.

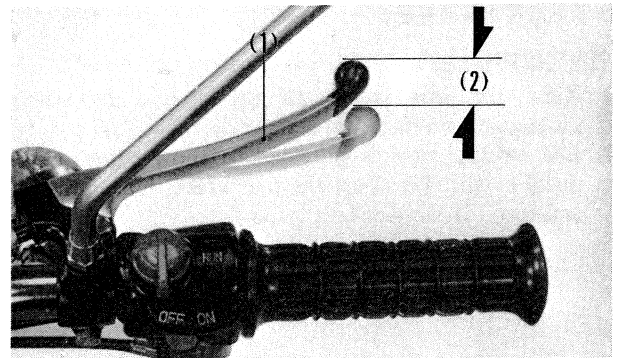


Fig. 3-31 (1) Front brake lever
(2) Lever free play

2. Normally the adjustment can be made at the front brake arm on the front brake panel. First loosen the lock nut and then turn the front brake adjusting nut. Turning the nut in the clockwise direction (A) will decrease the brake lever play and turning in the counterclockwise direction (B) will increase the play.

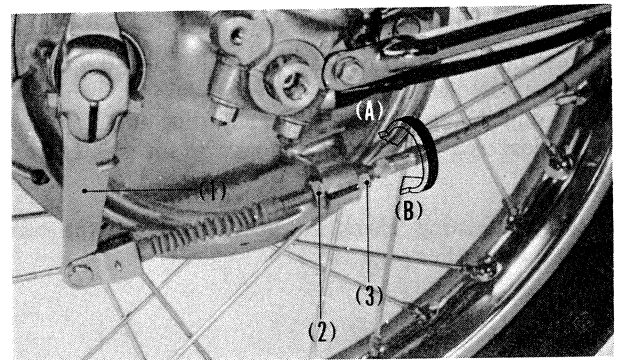


Fig. 3-32 (1) Front brake arm
(2) Lock nut
(3) Adjusting nut

3. Minor adjustment can also be made with front brake cable adjuster on the front brake lever by turning in the same direction as above.

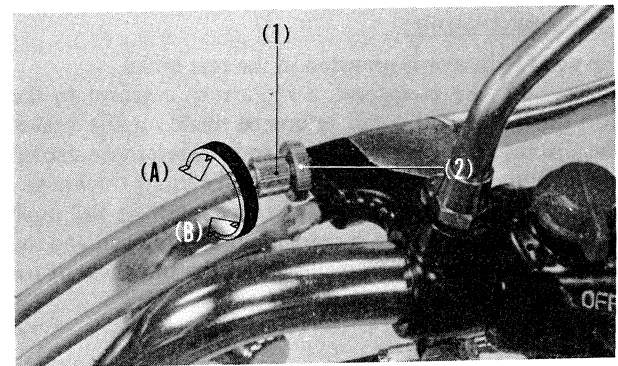


Fig. 3-33 (1) Front brake cable adjuster
(2) Lock nut

Brake wear indicator

The wear indicator is provided in the front brake. When the brake is applied, a red arrow, adjacent to the brake arm, moves toward a red reference mark on the brake panel. The distance between the arrow and the reference mark, on full application of the brake, indicates brake lining thickness. If the arrow aligns with the reference mark on full application of the brake, the brake shoes should be removed and inspected for wear. Replace the brake shoes, if the thickness of the lining is 2.0 mm (0.08 in) or less.

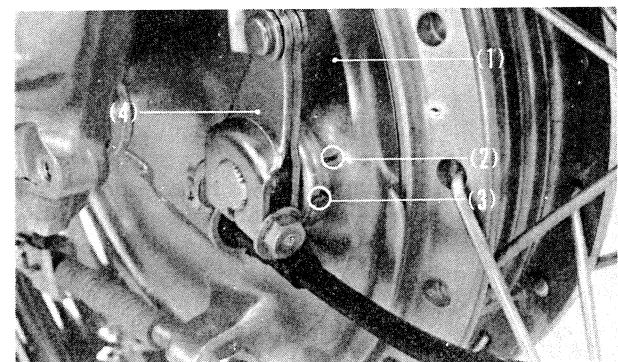


Fig. 3-34 (1) Front brake panel
(2) Reference mark
(3) Arrow mark
(4) Front brake arm

10. REAR BRAKE

Adjusting pedal height

1. Raise the rear wheel off the ground by placing the motorcycle on its center stand.
2. The stopper bolt is provided to allow adjustment of the pedal height. To adjust the rear brake, loosen the lock nut, and turn the stopper bolt.

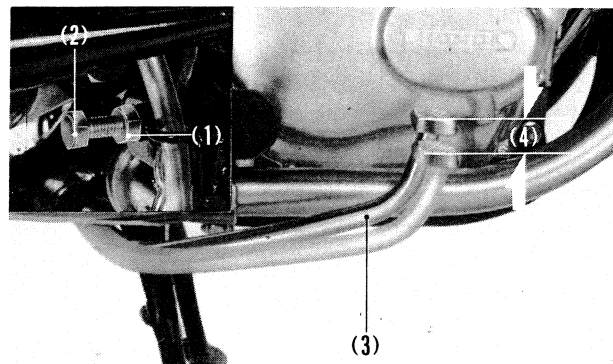


Fig. 3-35 (1) Lock nut
(2) Pedal stopper bolt
(3) Rear brake pedal
(4) Free play

Adjusting rear brake pedal free play

The rear brake pedal free play should be 20–30 mm (0.8–1.2 in) as measured at the tip of the pedal.

1. To adjust, turn the rear brake adjusting nut. Turn clockwise for less free travel, counterclockwise for greater free travel.

NOTE:

After adjusting, check the lighting time of the rear brake stop lamp. (See page 105.)

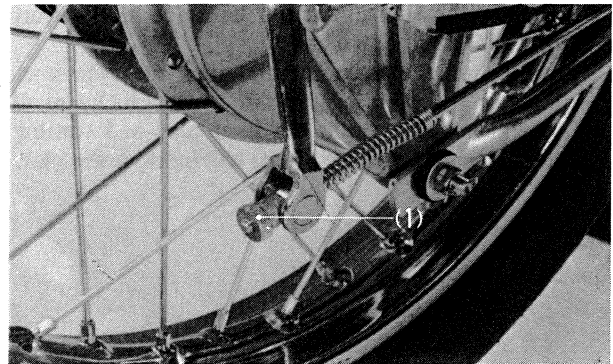


Fig. 3-36 (1) Rear brake adjusting nut

Brake wear indicator

The wear indicator is provided in the rear brake.

When the brake is applied, a red arrow, adjacent to the brake arm, moves toward a red reference mark on the brake panel. The distance between the arrow and the reference mark, on full application of the brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the brake, the brake shoes should be removed and inspected for wear. Replace the brake shoes, if the thickness of the lining is 2.0 mm (0.08 in) or less.

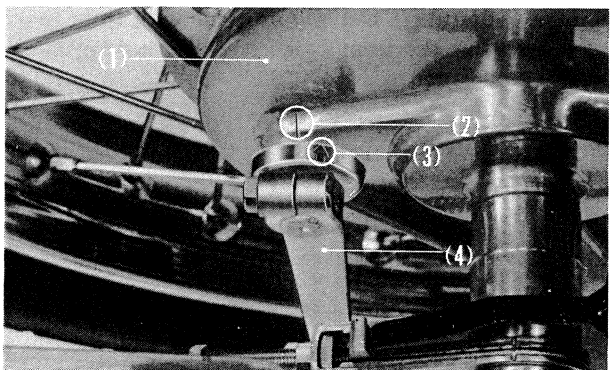


Fig. 3-37 (1) Rear brake panel
(2) Reference mark
(3) Arrow mark
(4) Rear brake arm

11. DRIVE CHAIN

Checking drive chain tension

1. Place the motorcycle on its center stand to raise the rear wheel off the ground. Shift the transmission into neutral.
2. Check vertical movement of the lower length of the drive chain at a point midway between the sprockets. Move the chain up and down with your fingers and observe the amount of slack. Drive chain tension should be adjusted to allow approximately 20 mm (3/4") vertical movement at this point.

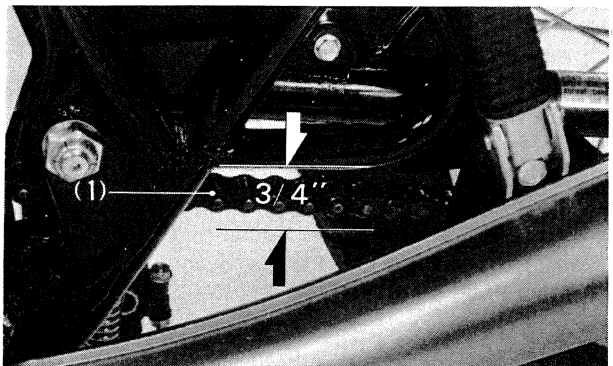


Fig. 3-38 (1) Drive chain

3. Remove the rear axle nut cotter pin and loosen the rear axle nut.
4. Loosen the lock nut and turn the adjusting bolts on both the right and left chain adjusters to increase or decrease chain tension.
Align the chain adjuster index marks to corresponding scale graduations on both sides of the rear fork.
5. Tighten the rear axle nut and secure the nut with a new cotter pin.
Tighten the lock nuts.
6. Recheck drive chain tension.
7. Rear brake pedal free travel is affected when repositioning the rear wheel to adjust drive chain tension. Check rear brake pedal free travel and adjust as necessary.

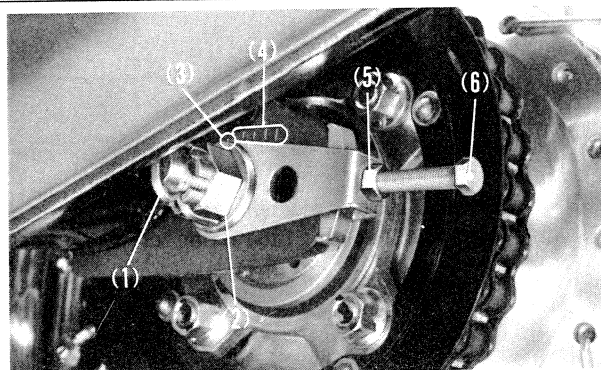


Fig. 3-39 (1) Cotter pin (5) Lock nut
(2) Rear axle nut (6) Adjusting bolt
(3) Index mark
(4) Corresponding scale

12. FRONT FORK

Changing fork oil

1. Unscrew the front fork drain plug at the bottom of fork leg. Drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.
2. Set the motorcycle on the center stand.
3. Place a jack under the crankcase to control lowering of the front end.
4. Remove the handlebar by removing the four handlebar bolts.
5. Unscrew the fork filler plugs until free.
6. Lower the jack under the engine to extend the fork springs with the attached filler plugs.
7. Move the fork springs to one side and pour 135–140cc (4.6–4.7 ozs.) of premium quality ATF (automatic transmission fluid) into each fork leg.
8. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
9. Securely tighten the fork filler plugs.
10. Reinstall handlebar, tightening the two front bolts first, then securely tightening the two rear bolts.
11. Remove the jack from under the engine.

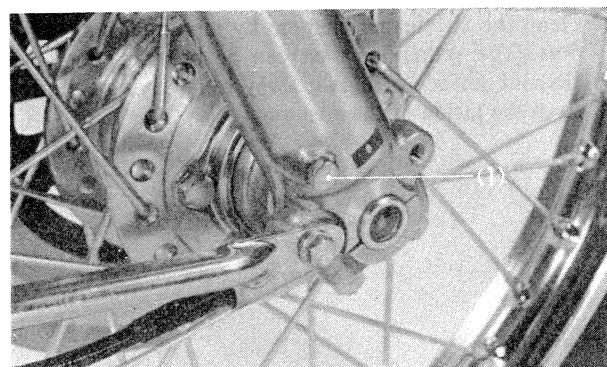


Fig. 3-40 (1) Front fork drain plug

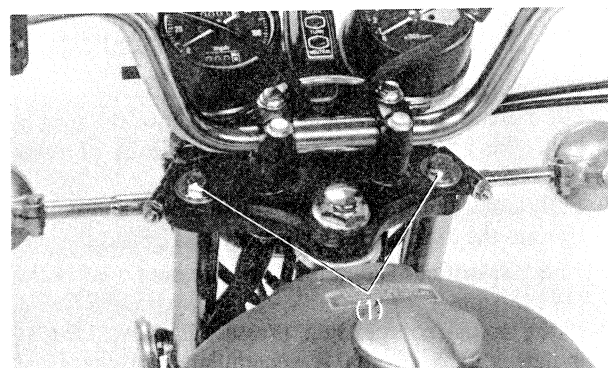


Fig. 3-41 (1) Fork filler plugs

13. REAR SHOCK ABSORBER

Each rear shock absorber has five adjustment positions for different types of road or riding conditions. Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for stiffer rear suspension, and are used when the motorcycle is heavily laden or operated on rough roads.

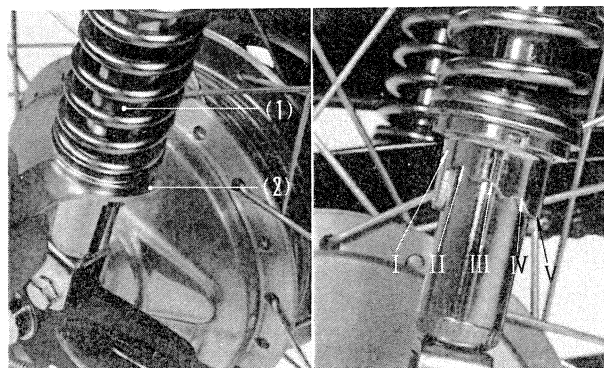


Fig. 3-42 (1) Rear shock absorber
(2) Pin spanner

14. AIR CLEANER

1. Open the seat.
2. Remove the air cleaner cover.
3. Remove the air cleaner case by unscrewing the case fixing nut.
4. Remove the air cleaner element by unscrewing the element fixing bolt and connecting tube fixing screw.

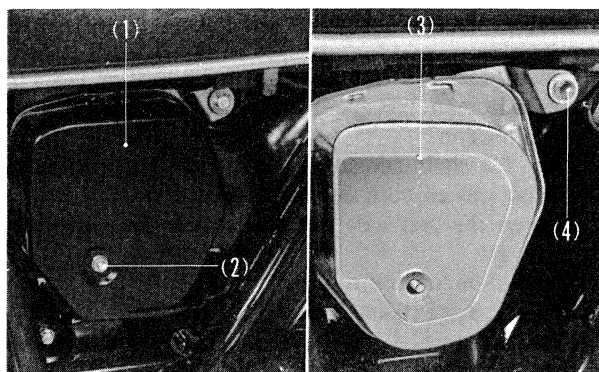


Fig. 3-43 (1) Air cleaner case
(2) Case fixing nut
(3) Element fixing bolt
(4) Fixing screw

5. Clean the air cleaner element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.

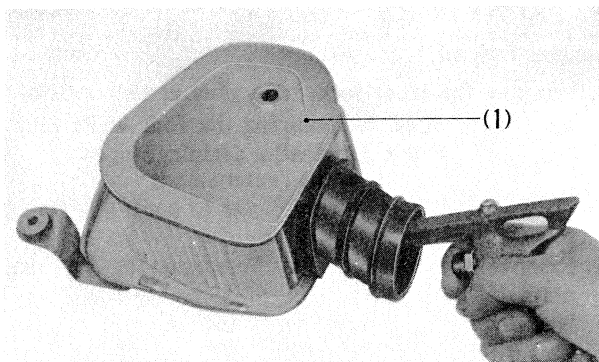


Fig. 3-44 (1) Air cleaner element

15. CYLINDER COMPRESSION PRESSURE

1. Remove the spark plug.
2. Put a compression gauge attachment into the plug hole and hold the gauge securely to prevent leaks of compressed gases.
3. Fully open the throttle and choke valves and continuously operate the kick starter vigorously and quickly.

The specified compression pressure is 12kg/sq.cm (171 lb/sq.in.)

If the actual compression pressure is above 12kg/sq.cm, it indicates that carbon is accumulated in the combustion chambers or on the piston heads. Disassemble the cylinder head and cylinder and decarbonize. If the actual pressure is below 10.5kg/sq.cm (149 lb/sq.in.), compressed gases leak from the valves, piston rings, cylinder head or cylinder gasket. Readjust the tappet clearance or disassemble the cylinder head, cylinder and pistons to check the piston rings and gaskets for condition.

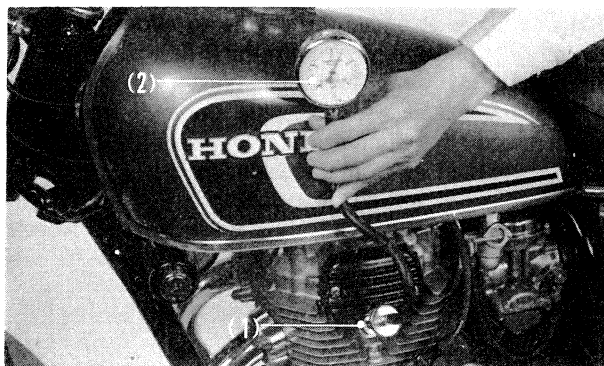


Fig. 3-45 (1) Compression gauge attachment
(2) Compression gauge